

**Amendments to the Specification:**

On page 5, lines 1 and 12, please amend this paragraph as follows::

--In the case of emulsion-type ~~carburetor~~carburetors, in particular, the fuel jet is an idle jet and a main jet is provided upstream of the idle jet. At idle, fuel and combustion air can thus be drawn into the idle jet via the main jet. In this arrangement, the intake of fuel into the air duct is avoided by the arrangement of the idle jet. However, it can also be advantageous for a fuel jet in a ~~carburetor~~carburetor to open into the mixture duct. Simple manufacture of the intake device can also be achieved by designing the dividing wall positioned downstream of the throttle valve as one piece with the flange. This also simplifies the fitting of the throttle valve to the throttle shaft since access to the throttle valve prior to the fitting of the flange is not restricted by the dividing wall. The flange is in particular a connecting flange. However, the flange may also be the intake flange of an internal combustion engine.--